





BOXES, at Manufacturers & F  
Hongkong, June 14, 1884.

<p><i>Destination.</i></p>
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Vessels.	Captain.
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<i>Agents.</i>	<i>Date of Leaving</i>
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Per Ocean, for Saigon, 200 Chinese.  
Per Billy Simpson, for Bangkok, 3  
nese.  
Per Emu, for Amoy, 100 Chinese.

charge of one per cent. on cashing  
or Money Orders can be granted on  
where there are agencies of the Hong  
Post Office.

IN spite of the active preparation war being made by the Chinese notwithstanding that French den-

SHARE LIST.—QUOTATIONS.										JULY 21, 1893.	
Stocks.	No. of Shares.	Value.	sub- scrip.	POSITION PER LAST REPORT.	Interest.	When accrued.	Last Dividend.	Closing quotation.	Cash.		
BANKS.											
Hongkong and Shanghai Bank Corporation.....	60,000.	£ 125	125	\$4,053,361.66	\$	57,643.23	22 o.s. 21.6 n.s.	126 buyers			
INSURANCES.											
North-China Insurance Company, Limited.....	5,000.	£ 200	50	First year.....	...	...	...	Tia. 280 per sh.			
Hongkong Insurance Company, Limited.....	8,000.	£ 25	25	50,000	...	...	18 %	Tia. 135 "			
Union Insurance Society Company, Limited.....	2,000.	£ 1,250	125	500,000	...	\$75,391.09	(18.29)	\$550 "			
China Traders' Insurance Company, Limited.....	24,000.	£ 83.33	25	600,000	...	107,411.66	22 %	\$68 "			
Canton Insurance Office Company, Limited.....	10,000.	£ 250	50	55,000	...	...	10 %	\$85 "			
Chinese Insurance Company, Limited.....	1,500.	£ 1,000	200	28,711.50	Credit balance	38,165.80	...	\$185			
Hongkong Fire Insurance Co., Limited.....	8,000.	£ 250	50	885,000	...	235,231.09	...	\$330 buyers			
China Fire Insurance Company, Limited.....	20,000.	£ 100	20	516,978	...	189,978.34	...	\$62			
STEAM COMPANIES.											
H.K. O. and M. Steamship Co., Limited.....	8,000.	£ 100	75	215,900	...	53,691.80	6 %	41			
Indo-China S. N. Co., Lt. 60,000 sh. issued	18,387	£ 10	10	...	...	...	...	25 discount bu			
	31,212	£ 10	8.10	...	...	...	...	25 discount			
China and Manila S. S. Company, Limited.....	3,500.	£ 100	all	...	...	...	...	25 discount			
MERCHANTS.											
Hongkong & Whampoa Dock Co., Limited.....	2,000.	£ 125	100	18,000	...	4,351.58	4 %	57 seller			
H.K. and China Gas Company, Limited ...	500	£ 10	10	...	...	...	12 %	\$64 per share			
New Shares.....	1,934	£ 10	7.10	£ 8,552.17.10	...	...	...	...			
Hongkong Hotel Co., Lt., 3,000 shs. issued	2,000	£ 60	...	...	...	...	80	\$145			
	1,000	£ 60	...	...	...	...	...	...			
China Sugar Company, Limited.....	9,000.	£ 100	100	...	...	6,822.70	8 %	115			
Hongkong Ice Company, Limited.....	1,250.	£ 100	100	24,250	...	543.83	10 % for 1883	\$140 per share			
Hongkong Bakery Company, Limited.....	6,000.	£ 50	50	6,000	...	565.32	\$10 per share	\$100 buyers			
Luzon Sugar Company, Limited.....	7,000.	£ 100	100	...	...	4,099.55	...	58 per share			
Perak Tin Mining & Smelting Co., Limited.....	6,000	£ 50	all	...	...	First year	...	65 business			
Selangore Tin Mining Co., Lt. of Shanghai.....	4,500	£ 100	all	...	...	do.	...	\$280			
Hongkong Rope Manufacturing Co., Limited.....	3,000.	£ 50	all	...	...	do.	...	65			
LOANS.											
Chinese Imperial 1874.....	6,276	£ 100	all	8 %	June 30 Dec. 31	...	...	...			
" " 1877.....	16,940	£ 100	all	8 %	July, 28 Aug. 31	...	...	...			
" " 1878.....	8,820	£ 100	all	8 %	April & October	...	...	...			
" " 1880.....	2,565	£ 100	all	8 %	June & Dec. 10	...	...	par.			
Sugar Debentures, 1890.....	600.	£ 50	all	8 %	June & Dec. 10	...	2 % prem.	...			
* For 8 months to 30th June 1893.—† Dividend for 1892 and Bonus of 95 per cent.—   For half year ended 31st Dec., 1892.—  For 1893.											

In Amoy, H.B.M.S. *Champion* and *Spar* vessel *Arragon*, steamers *Gow*, *General St Jacob*, *Glockburg*, *Chuang Kian*, *Benavente* and *Nemora*.

The British steamer *Tangalee* re- Experienced light variable winds, and with fine weather throughout the whole passage. Passed steamer *Peking*, at 7 o'clock on the 19th inst., and steamer *Fookien* on the 19th inst., both bound East.

The Chinese steamer *Lee Yuen* re- Experienced moderate S.W. winds, and fine weather throughout the passage.

The British steamer *Fushin* re- Experienced light winds, and fine weather throughout the passage.

The British steamer *Ping-on* re- Left Pakhoi, on the 18th inst., and on the 20th inst., and fine clear weather, and light S.W. breeze to Coon Coo; rain and squally weather to port.

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**POST OFFICE NOTICES**

**MAILS will close:-**

For **SWATOW, AMOY, & FOOSHAN**.  
Per *Douglas*, at 11.30 a.m., on Tu the 22nd inst., instead of as previously notified.

For **AMOY and TAMSUI**.  
Per *Haubong*, at 3.30 p.m., on Tu the 22nd inst., instead of as previously.

For **SWATOW, SINGAPORE, & KOREA**.  
Per *Kong Beng*, at 11.30 a.m., on Wednesday, the 23rd inst.

For **STRAITS and BOMBAH**.  
Per *Kanchag*, at 3.30 p.m., on Saturday the 25th inst.

Shanghai, demand .....	72 1/2
30 days sight, private .....	72 1/2
Gold Leaf 99 1/2 fine .....	\$2 1/2
Sovereigns .....	\$2 1/2

### Temperature.

(Taken at Messrs. Toller & Co.'s Private  
Queen's Road.)

HONGKONG, July 21

Barometer—9 A.M. ....	29.76
Do. 1 P.M. ....	29.66
Thermometer—4 P.M. ....	80.62
Do. 1 P.M. ....	82.05
Do. 4 P.M. ....	80.78
Do. (Wet bulb) 9 A.M. ....	79
Do. Do. 1 P.M. ....	81
Do. Do. 4 P.M. ....	82
Do. Maximum ....	87
Do. Minimum over night ..	81

### General Memoranda

WEDNESDAY, July 23—

12.30 p.m.—Meeting of Shareholders of the China Sugar Refining Co., Ltd., at the General Agents' office.

12.40 p.m.—Meeting of Shareholders of the China Sugar Refining Co., Ltd., at the General Agents' office.

2 p.m.—Auction of Japanese Ware at Mr. J. M. Armstrong's.

FRIDAY, July 25—

11 a.m.—Auction of Japanese Curio at Messrs. Meyer & Co.'s premises.

Noon.—Auction of Birk, St. George's.

Thursday, July 31—

4 p.m.—Meeting of Shareholders of the China Traders' Insurance Co., Ltd., at Head Office.

FRIDAY, August 1—

Noon.—Tenders for Construction of Iron Lighter received at H.K., and Macao S.-boat Co.'s office.

we believe, a telegram was received from most trustworthy sources to the effect that the Pacific arrangement made by the Chinese and Japanese, resumed running their steamers, yesterday a telegram was received from Lyons, in France, reading: "My opinion is that Chinese difficulties are amicably settled." A private telegram received from Foochow yesterday that great uneasiness was felt there for the security of property in the event of hostilities; and, in regard to the departure from Foochow, published in our column, it should be pointed out that news of the general evacuation received from that port is likely to be so late and so uncertain as information cabled from Shanghai, which is apparently the focus of the negotiations. The local news telegraphed by our correspondent at Foochow, we have every reason to believe, is fairly accurate; it has been corroborated by official despatches received to-day, but his news of the evacuation is generally most necessarily based on information cabled down to Shanghai, from which port we have received direct and more recent news. The Agents of Chinese Merchants at Lyons, yesterday received a telegram calling them to resume the running of their steamers, but it is nevertheless true that the *Lee Yuen* leaves Shanghai to-night, and that she will not cross from Canton to-morrow for Hongkong, if no further news arrives to the contrary.



# THE SITUATION.

## GREAT EXCITEMENT AT POOCHOW.

**THE SAFETY OF FOREIGNERS.**  
Special cablegram to 'China Mail.'  
(Per E. E. A. & C. Telegraph Co. Ltd.)

Poochow, July 20th, 4 p.m.  
The indemnity has been reduced from ten millions sterling to two millions. There is great excitement in the City. No gunboat at Poochow.  
War is still regarded as imminent. The Viceroy fears his inability to protect foreigners.

The following special telegram appears in the Daily Press of this morning—

Shanghai, July 20th 6 p.m.  
Great excitement prevails in Shanghai. The Comte have met to arrange for the defence of the Settlements. Patrols of sailors appeared to-day in the street.

An Imperial edict has been issued ordering the Viceroy of Nanking, Tseng Kwang-chuan, to come to Shanghai to settle the terms of peace with Monsieur Patenteur.

The terms are supposed to be a treaty of amity and friendship, and indemnity for the cannon, ships, and the withdrawal of the Chinese troops from Tientsin.

So far there has been no declaration of war.

# THE TERMS OF THE ULTIMATUM.

Peking, 15th July.  
A telegram has been received from the French Minister demanding an indemnity of Thirty Millions of Taels and the issue of an Imperial Decree ordering the immediate evacuation of Northern Annam by all Chinese troops. Seven days are named as the period during which further operations will be delayed, pending a reply to these requisitions.—N.C. Daily News

# LATER CABLEGRAM.

## EXTENSION OF ULTIMATUM.

## NEGOTIATIONS AT SHANGHAI.

## CHINA DEMANDS THE AID OF THE POWERS.

## THE SAFETY OF FOREIGNERS.

## Special cablegram to 'China Mail.'

(Per E. E. A. & C. Telegraph Co. Ltd.)

SHANGHAI, Monday, 6 p.m.

The period of the ultimatum has been extended to the first of August.

The Viceroy of Nanking conducts the negotiations at Shanghai.

The Chinese Government threatens that unless the Legations mediate on her behalf she will not be responsible for the safety of foreigners.

The following private telegrams have been received here—

SHANGHAI, Sunday Evening.

Peace arrangement probable; China Merchants' steamers will resume running.

LYONS, Sunday.

My impression is that Chinese difficulties will be amicably settled.

# TELEGRAMS.

THIS 'NIGHT.'

LONDON, 20 July.

The British and Netherlands Governments have come to an agreement to take joint action in the matter of the Nicro.

# LOCAL AND GENERAL.

PASSED CABLE.—Glasgow, June 28; Achilles, June 30.

The next FRENCH MAIL, per the M. St. Louis, S. S. Co., leaves Cape St. James on Sunday, the 20th inst., at 3 p.m., and may be expected here on or about Wednesday afternoon, the 23rd inst.

The next direct steamers, with the seventh sea's option and the Indian mail, left Calcutta on Saturday, July 19th, for this port.

The S. S. Tawadit left Port Darwin for this port on the 17th inst.

The S. S. Lario left Singapore for this port on the 18th inst.

# DOCK MOVEMENTS.

The French King will go to Cosmopolitan Dock to-morrow.

The Ellen left Kowloon Dock to-day.

The Lessor left Aberdeen Dock to-day.

The special telegram dispatched from Shanghai at five o'clock this afternoon arrived, of course, after our editorial remarks were in type, but this later news does not discount what we have said.

Masses Butterfield and Swire inform us that the O. S. S. Co.'s ex-Lario left Singapore on the 19th inst., for this port.

The S. S. San Pablo left San Francisco for this port via Yokohama on the 12th inst.

The S. S. City of Tokyo, with mails &c., from San Francisco to the 1st inst., has arrived at Yokohama and will sail for this port on the 23rd inst.

We are informed by the Agent of the M. M. Co. that the S. S. Natal, with mail from Europe, left Saigon yesterday (Sunday), at 10 a.m. for this port, and passed Cape St. James at 3 p.m. same day.

Misses Russell & Co. inform us that the Union Line steamer Albatross left Singapore for this port on Saturday afternoon and may be expected to arrive on the 23rd inst.

The U. S. corvette Essex, Captain McKim, arrived here from Nagasaki this afternoon.

The U. S. gunboat Fides left here on Saturday, and the German gunboat Ilia yesterday, for Canton. The French gunboat Viper, which arrived on Saturday from Quinhon, left yesterday for the North.

The new steamer Guthrie, built to the order of the E. & A. S. S. Company, arrived here this afternoon. We gave a full description of her some days ago. The Guthrie left Sunderland on 31st May; arrived at Port Said June 14th; and reached Singapore on July 5th. There she discharged 1400 tons of coal, and docked. She left Singapore for Hongkong on July 16th at 2.30 p.m., and arrived here this afternoon after a smart passage. She brings Mrs. Craig, Miss Craig (3) and 2 children, salmon, 300 dock passengers, and 150 tons of cargo.

Ten old Snider carbines formerly used by the Hongkong Police Force, and which have recently been superseded by the Martini Henry, were to-day disposed of by auction in the compound of the Central Station, together with the side arms belonging to them. A few of these weapons had been sold previously, about two hundred and ninety carbines, in lots of ten, and the same number of sword bayonets, in steel scabbards, being offered for sale this morning.

The carbines fetched an average price of \$5 each, the side arms, which were sold in separate lots, going for 50 cents each. Most of the purchases were Chinese but several were bought by a European for resale at Canton, where there should be a brisk demand for firearms at the present time.

In the special cablegram we published on Saturday evening it was stated that the private contract for fixing the dates for the evacuation of Tientsin by the Chinese troops was never accepted. This is a most important statement. If it is true it places the Chinese Government in a much more favourable position than that which they have hitherto occupied in the eyes of foreigners. For this reason, The Convention stated that Tientsin should be immediately evacuated by the Chinese troops. But if this evacuation was intended to take place at once, why should a private contract for fixing the dates for it be considered necessary. It shows there was some question as to when the evacuation should take place, and the Chinese Government did not apparently accept the proposals on the whole made in this private contract. The whole and true history of the Langson affair has yet to be made public.

On Sunday evening (20th) a somewhat serious disturbance occurred at the Canton steamer wharf. It appears that on that afternoon the rate of fare from Hongkong to Canton by the S. S. Hongkong was raised from 10 cents to 40 cents. Over a thousand Chinese came down to the wharf to go to Canton by the steamer and when informed of the change of rates they cut up rough and refused either to pay the higher passage money or leave the steamer. The condition of affairs soon got wind on shore and between six and seven o'clock an enormous crowd, said to number some seven or eight thousand people, had gathered on the wharf and its approaches, extending as far up the Poyas as the Harbour Masters Office. It was found necessary to send for a strong detachment of police to restore order on the steamer and disperse the crowd. Cries of 'ta' and 'burn the steamer' were raised by some of the mob; bamboo were used pretty freely by others and stones were thrown at the police, who, however, succeeded in dispersing the mob and enforcing the captain's authority on board the steamer. Two arrests were made by the police, one of the rioters being brought before Mr. Wise this morning and fined \$1, or seven days' hard labour, for disorderly conduct and assaulting the police.

A RETURN match took place at the Kowloon ranges on Saturday afternoon between the teams from the Royal Artillery and Naval Yard Police which competed on the 12th inst. There was a change of one man in each team; otherwise the competitors were the same. Instead, however, of using different weapons, as on the last occasion, both teams on Saturday used the Martini Henry carbine, the consequence being a reversal of last week's results, the artillery men coming out winners by forty-nine points. The conditions were similar to those of the former match as to ranges, number of shots, &c. The average of the scores was not so good as in the first match. The Naval Yard team ascribe their failure to want of practice with the carbine. The following are the scores—

ROYAL ARTILLERY.			
Serge. Houghton	300	400	500
Gunner Wilson	21	21	18
" Fitzmaurice	18	21	8
" Mackenzie	22	17	8
Bomb. Walsh	18	21	4
Serge. Melvin	10	12	0
Grand total	322		

NAVAL YARD POLICE.			
Constable Turf	200	400	500
Serge. Brown	23	10	17
Constable Duffin	22	16	2
" Carroll	10	0	10
" Trower	13	10	2
" Romus	14	0	20
Grand total	233		

H. B. M.'s gunboat Swift was despatched to Poochow this afternoon. We believe this step has been taken in consequence of a message received by Commodore Morant from Poochow this morning.

The commencement of hostilities between France and China would probably present some novel situations. Presuming that the French vessels of war now at Shanghai were ordered to leave there by the Chinese, the Government at Peking having decided on war, would they go? If they did, who would guard the French concessions? The Wooning forts might prevent French vessels, or any other vessels, from passing up or down the river, but they would be powerless to deal with French men-of-war at Shanghai. Again, how could several of the heavy French men-of-war be prevented from going up to Canton now, and remaining there until hostilities commenced, the Chinese not being able to do anything better than to shut them in? Of course, if the French decided to hold any port as a guarantee, they would be absolutely necessary for them ultimately to secure free entrance to and exit from that port, by the reduction of any forts commanding the channel of communication with the sea, but the French vessels might, for instance, enjoy an advantage in fighting their way outwards instead of inwards.

Then again, in the event of war, are the Chinese going to shut foreigners up in Shanghai, Canton, Poochow, and other ports? If so are foreign men-of-war to remain there for their protection? A war with China would present some of the most extraordinary complications ever witnessed. Even if foreign men-of-war were left in closed ports under the protection of a few gunboats, they would be to some extent at the mercy of heavy Chinese forces armed with torpedoes, artillery and other modern instruments of destruction. Yet foreigners in Shanghai or at Canton would not very readily clear out of the Settlements there, although we are led to assume that the Chinese would endeavour to bar the rivers.

We are informed that all the shares in the Peking Tin Smelting Company have been taken up, and that there is an increasing demand for them.—Straits Times.

GENERAL Stahel, the new United States Consul-General for China, arrived at Shanghai by the Nagoya Maru on the 12th July.

The Ling Fung, Customs lightship tender, arrived at Shanghai on July 12th. It is reported that she had come to convey the Inspector-General to the south.

The Dutch corvette Queen Emma arrived at Singapore on the 16th July from Achen, and the usual salutes were exchanged between her and the port. The Queen Emma is charged with an important mission; but what it is the Straits Times is unable to discover.

The construction of railroads in China for military purposes has, according to the Shen-pao, received the sanction of the Throne. Mr. Deiring, in speaking of the matter to H. B. Li Chung Fung, has advised the necessity of engaging the services of Germans to construct the roads, and the buying of machinery of German manufacture. It is now reported that Mr. Deiring has already telegraphed to Germany to engage the services of his countrymen.—Shanghai Courier.

FAREWELL news of an encouraging nature has been received by the Agents of the Sheridan Mining Co. Mr. Waters writes that he expected in a few days to have a full force of men at work in the mine; but that owing to the late season it would scarcely be possible to get his first shipment of ore away before the 20th inst., for which he would get his return on the 10th of August. This delay in getting the ore away is owing to the weather, the roads, and not from any inability to work in the mine during the winter and spring months. Advice are expected from Mr. Simpson by next mail.—N.C. Daily News.

Peking, 13th July.—The Grand Secretary Tao Tsung-tung has recommended the following officers to the Throne for promotion:—Tang Chi-tai, ambassador to the Court of St. James; Tsai Hsing, Provincial Treasurer of Chikiang; Liang Chao-huang, Provincial Treasurer of Nanking; Wei Kun-gang, Provincial Treasurer of Kiangsi; and Shing Hsiao-hui, Director of the Naval Telegraph at Shanghai, now Customs Tao-tai of Tientsin. The Emperor orders the Grand Council to record the names of the above officers for future reference.—N.C. Daily News.

Many few tales of the sea can parallel the one connected with the voyage of the ship Cometa of Carracoras, Captain R. Roberts, from Cardiff to Singapore, where she arrived on the 15th July. When off the Cape of Good Hope, on the 14th June, the vessel fell in with a terrific gale, and running at the rate of over thirteen miles an hour under shortened sail she shipped three seas. The first was in front of the poop, and the second and third completely gutted the poop. Then a fourth was shipped over the bow and carried away the wheel, compass, and everything on that portion of the vessel. Eventually, Captain Roberts managed to leave to sea and a scene of wreckage was presented. Water had got into the hold, and the ship was so low at the stern that the Captain had to jettison some of the cargo to save the ship. Then the Seward was found jammed up in the wreckage in a state of insensibility. After lingering for a short time he died. Two of the crew had been washed overboard, and one or two had been more or less injured. Without compass, chronometer, sextant, or any instrument of navigation, for they all had been lost, the Captain brought his battered ship safely into Singapore, the voyage from Cardiff occupying 88 days. The splendid manner in which Captain Roberts worked his ship through and after that storm has elicited the warmest admiration from many shipowners here, who have paid a visit to the vessel to see with their own eyes the craft which has been so bravely brought into port after such an experience.—Straits Times.

An action of damages for libel has been brought by the Tanjong Pagar Land Company, Limited, and its Directors against the Proprietor, Editor, and Publisher of the Straits Times. The writ of Summons does not state the nature of the libel, but it is believed to refer to the letters signed 'Nicken' which appeared in our columns some days ago.—Straits Times.

A TELEGRAM dated some day last week is posted at the Clubs to the effect that the Democrats in the United States have nominated at Chicago, Governor Cleveland for President and Hendrick for Vice-President for the next term. According to a late American paper, the following were looked upon as candidates—Bayard, Flower, Field, Morrison, McDonald, Carlyle. Tilden declined to stand. The paper further states:—Cleveland is not favoured by Tilden, who thinks that he (Cleveland) cannot carry New York, because of one thing—John Kelly and his friends are bitterly opposed to him. The probabilities are, in his opinion, that Flower will have the delegation, and Tilden being out of the way, by his own doing, Flower will be a favourable candidate. Mr. Cleveland is now Governor of New York, to which he was elected two years ago by a large majority. Mr. Hendrick was a Senator for his State of Indiana and candidate for Vice-President in 1876, when Mr. Tilden was defeated for the Presidency by Mr. Hayes.—N.C. Daily News.

REMARKING a loan of two millions sterling which was recently telegraphed from London as having been negotiated there for the Japanese Government, the Herald says from inquiries which it has instituted, that it has reason to believe that the information is incorrect. The public, therefore, will be justified in not attaching credence to the statement, since advances of several days later date than that quoted do not confirm it. When accurate information on the subject is received, the Herald will be in a position to make it known. The Herald says:—The impression is that the contribution is more probably to the Nakasendo railway bonds, than in the form of a direct loan. Most of us find it exceedingly difficult to reconcile the substance of the telegram with the repeated assurance that a foreign loan has never been contemplated by this Government. Perhaps, however, a solution may be found in the fact 'that it is such a very little one.' While it would be wholly beneath the dignity of the Empire to procure sufficient external assistance to sweep away the currency and effect a permanent return to specie payments, it is still open to the Government to accept with credit trifling assistance of this kind.

THE S. S. Glenelg, Captain Hogg, the first steamer which left Hankow with new season's tea this year, arrived, as will be remembered, in London on the morning of the 24th ult. The Glenelg left the Red Sea on the 20th of May, thus making the run home in about 36 days, 12 hours. This is not a very fast passage, and various comments have been made as to its cause. We learn that the Glenelg was a somewhat crippled state shortly after leaving Singapore. We have been favoured with a private correspondence from the commander of that steamer, and we extract the following:—

On board the S. S. Glenelg.  
Suez the 14th June.—We arrived here at 6 a.m. after a very tedious passage from Singapore, which was the result of a long and arduous voyage. We had only got as far as Port Jervis, 280 miles from Singapore, when we lost one blade of the propeller; so at once lost to 124 knots, thinking it better to make a fair passage than make a mull of it altogether. We were delayed and then the other blades, as four new blades were put on this voyage, each costing £400. I was sitting on the poop at the time, and felt quite a severe shock as the ship had struck something, and just as a few seconds. I felt the ship and saw the water coming over the bow, or the following blade striking the one which went. We were then in 37 fathoms of water, and no signs of sunken wreckage, so, at present, I cannot account for its going. We had the lightest moonlight I ever experienced, water smooth as pond, until we reached within 400 miles of Guadalupe, then we had a proper 'buster,' and a very high sea running. Since passing Guadalupe, the weather good. I expect to reach London on the 26th; two days later than I reckoned.—Shanghai Mercury.

WAR'S ALARMS.  
The Volca and Bayard are now (July 13th) at Wooning, one above, and other below the fort.

The Villars, which left here last week with mail orders, proceeded to Guttaf and then steered to the north.

The French despatch boat Hamelin left Shanghai on Saturday morning (July 12th) early but we have not been able to ascertain the present exact whereabouts of the ship, where she got ashore.

We notice that China's only ironclad has taken up a position at the top of the Upper Reach at Shanghai, as if to be of some service in preventing vessels going up to the Arsenal.

Nothing appears to be quiet on the French Concession (July 13th) but it is reported that some 500 men belonging to men-of-war in port will be in readiness to land should it be necessary for them to do so.

No French men-of-war were seen by the Hoon or Poohi on their trip down the former from Tientsin and the latter from Newchwang and Chefoo. No French steamers have been met between here and Poochow.

We learn that Liu Ming-chung has given foreign firms in Shanghai orders to supply the Chinese Government with rifles and ammunition to the value of upwards of £1,250,000. The rifles are to be of the Lee pattern.

The fact that in charge of the Nanking Arsenal returned to Shanghai, and the object of his visit to Peking was to arrange about the transfer of the Kiangnan Arsenal to Nanking. So far as we can learn, nothing has been decided upon as yet.

The French from Tientsin, arrived at Shanghai on Saturday (July 12th) at noon and anchored off the English Settlement. Soon afterwards she shifted her berth to abrogate of the French Concession, while the Italian corvette Cristoforo Colombo took the place, for the 'protection of neutrality' should there be any necessity for her doing so.

Admiral Courbet, having sent the Hamelin away, has transferred his flag to the D'Estimot. We are informed that he left for Wooning yesterday evening (July 13th). It is currently reported (July 13th) that the French gave the Chinese seventy-two hours to reply to the Ultimatum, the time being up to-day. It is said that the Chinese officials profess to believe that if the

Ultimatum is not replied to the French men-of-war at Wooning will attack the Wooning forts. The French left for Wooning yesterday afternoon and joined the Hoon and Poohi, so that there appear to be some truth in the report.

Liu Ming-chung, the new General appointed to take charge of the forces in Formosa, arrived at Shanghai on July 13th in the Hoon, which vessel was chartered to his sole use from Tientsin to Shanghai, so that neither cargo nor troops was allowed to be put on board. The General is accompanied by a retinue of some two hundred persons whom he gave to understand that if they got into trouble with the foreigners he would cut off their heads. Before leaving Tientsin, Mr. Li Hung-chang paid him a visit, the Viceroy's band playing on the occasion. When the steamer arrived below the lower limits of the French Concession, she discharged a large quantity of munitions of war, and then went up to Kien-loo-tue when the Chinese war junks moored off Bird's Wharf fired a salute in the General's honour. The General is staying at the China Merchants' premises in Kienloong Road.

A Correspondent of the Shen Pao telegraphs that the French Consul in Tientsin (July 14th) is credited with the intention of leaving the place very shortly, in view of the threatened hostilities; and that both foreign residents at Tientsin, Chinese employes, and natives, are beginning to move elsewhere.

The Pelia left for Tientsin yesterday morning (July 14th). According to Reuters' telegram foreign subjects on board Chinese men-of-war have temporarily withdrawn. We were informed yesterday (July 14th) that a letter had recently been received from one of the engineers to the effect that their arrangement with the Chinese Government was that should war break out they were to be retained but they were to receive double pay. Should the board of officers and crew be engaged in actual warfare, their pay was to be increased three times.

Just before dusk on Monday (July 14th) a Chinese gunboat, anchored off Poochow in the Lower Reach, hoisted the French flag and fired a salute with twenty-one guns. The salute was not returned, probably owing to the fact that the commander of the D'Estimot did not know that the salute was in honour of France. The politeness of the Chinese commander was slightly marred yesterday by his hoisting the French ensign immediately under the Dragon flag. It remained in this position all day, while it and other flags were hoisted to dry. It is stated that this gunboat was at Wooning on Monday and fired a salute in honour of France at noon.—N.C. Daily News.

The Hu-pao states that a telegram was received yesterday morning (July 14th) from Tientsin, to the effect that the French Consul at Tientsin is expected to leave that port; and that the French Consul at Peking is expected to leave that port; and that the French Consul at Shanghai is expected to leave that port; and that the French Consul at Hankow is expected to leave that port; and that the French Consul at Canton is expected to leave that port; and that the French Consul at Hongkong is expected to leave that port; and that the French Consul at Amoy is expected to leave that port; and that the French Consul at Swatow is expected to leave that port; and that the French Consul at Ningbo is expected to leave that port; and that the French Consul at Shanghai is expected to leave that port; and that the French Consul at Hankow is expected to leave that port; and that the French Consul at Canton is expected to leave that port; and that the French Consul at Hongkong is expected to leave that port; 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## FOR SALE.

**FOR SALE.**  
A Fine AUSTRALIAN COW in full milk, with a FULL CALF 10 months old.—Price for the Pair \$250 (dollar).  
Apply to  
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Hongkong, June 21, 1884. 1628

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Hongkong, May 28, 1884. 885

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LANE, CRAWFORD & Co.  
Hongkong, January 16, 1883. 151

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Hongkong, January 23, 1884. 143

## INSURANCES.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**  
THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.  
CHILMAN & Co.  
Hongkong, January 1, 1882. 14

## NOTICE.

**QUEEN FIRE INSURANCE COMPANY.**  
THE Undersigned are prepared to accept Risks on First Class Goods at a per cent. net premium per annum.  
NORTON & Co., Agents.  
Hongkong, May 19, 1881. 938

**THE STRAITS INSURANCE COMPANY, LIMITED.**  
THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.  
ARNOLD, KAMBERG & Co.  
Hongkong, November 6, 1883. 856

**THE LONDON ASSURANCE.**  
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.  
THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

**Marine Department.**  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at current rates.

**Life Department.**  
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 26, 1872. 496

**LANCASHIRE INSURANCE COMPANY.**  
(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored thereon, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
ARNOLD, KAMBERG & Co., Agents, Hongkong & Canton.  
Hongkong, January 4, 1887. 100

## Mails.

**NOTICE.**  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAISE.

**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON AND ANTWERP.

ON THURSDAY, the 24th July, 1884, at Noon, the Company's S.S. *DELAUNAY*, Commandant PARQUAULT, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for export in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until Noon of 23rd July, 1884.

Cargo will be received on board until 4 p.m., Specie and Parcels until 5 p.m. on the 23rd July, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

I. MARTIN, Acting Agent.  
Hongkong, July 11, 1884. 1152

**Intimations.**  
ROBT. SIM & Co.'s PATENT ANTI-FOULING COMPOSITION, as supplied to Her Majesty's Ships; The P. & O. S. N. Co.; The Douglas Steamship Company; The Japanese Government.

Site Agents, China, Japan, and Manila.  
HONGKONG, January 31, 1884. 188

**NOTICE OF REMOVAL.**  
ON and after the First June next, the STORE of the Undersigned will be REMOVED to the Premises lately in the occupation of Messrs. Epa Da Silva & Co., No. 48, Queen's Road.

H. FOURNIER & Co., Stockholders of *Wine Merchants*.  
Hongkong, May 1, 1884. 127

**HOTEL DE L'UNIVERS,** WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been newly FURNISHED throughout, and there are ROOMS suitable for either Married Couples or Single Persons.

THE TABLE will be supplied with the BEST of the Market and the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, such as TIFINS and DINNERS, can have ALL REQUISITE information by applying to

GEORGE STAINFIELD, Proprietor.  
Hongkong, February 23, 1884. 368

**THE SYDNEY JOCKEY CLUB.**  
Beg to inform the Sporting Public of China that they have made arrangements for holding a £50,000 CONSULTATION on the forthcoming MELBOURNE CUP of 1884, when about 1,400 PRIZES will be awarded to the fortunate Holders of the winning Numbers.

The Highest Prize being £25,000; and the Lowest £10. Less 15 per cent. for expenses. Winning Numbers can be forwarded for payment either in person or by proxy, on sending application to the Secretary, in writing. Add 1/ for Reply and Result. Drafts or P. O. Orders to be made payable to JAMES WALLACE, Secretary, S. J. T. C., 209, Oxford Street, Sydney, Australia. 854

**DRY DOCK AND PATENT SLIP, NAGASAKI.**

THE Undersigned have been appointed AGENTS for THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of VESSELS. The EMPLOYERS in connection with the Dockyard are under the direction of experienced ENGINEERS and possess all the necessary appliances for REPAIRS to SHIPS and MACHINERY.

HOLME, RINGER & Co.  
Nagasaki, March, 1884. 645

**KOWLOON FERRY.**  
The launch *Morning Star* will run as follows during the Summer Months:—

WEEK DAYS. SUNDAYS.  
Leave Kowloon for H.K. 6.00 A.M. 6.00 A.M. 7.00 A.M.  
6.30 A.M. 7.00 A.M. 7.30 A.M. 8.00 A.M.  
8.30 A.M. 9.00 A.M. 9.30 A.M. 10.15 A.M.  
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